

CLASSIFICATION SECRET

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO

COUNTRY Czechoslovakia
SUBJECT Operation of Railroads

DATE DISTR. 6 December 1954

NO. OF PAGES 25X1

PLACE
ACQUIREDNO. OF ENCLS
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO. 25X1

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE
OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTION 793
AND 794, OF THE U. S. CODE AS AMENDED. ITS TRANSMISSION OR REVEL-
ATION OF ITS CONTENTS TO AN UNAUTHORIZED PERSON
IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS ITEM IS PROHIBITED.

THIS IS UNEVALUATED INFORMATION

Railroad transportation in Czechoslovakia has become worse in comparison to what it was in 1953. Railroad schedules are not adhered to, and station masters do not feel obligated to keep definite schedules since all freight trains have priority over passenger trains. To ease this transportation crisis, the Communists are putting into effect a new development called "the movement of heavy tonnage" (hnuti tezkotonnazniku). This is about the fourth such development effected by the Communists since they took over the country. As a result, some lines run according to ordinary railroad schedules, others under the Lunin method (Luninska metoda), others in so-called "mile platoons" (Milove cety), and still others according to the "heavy tonnage" movement. These different developments only tend to increase the existing chaos causing the railroad transportation system to suffer both administratively and technically: administratively, by lack of conformity to schedules; and technically, by deterioration of equipment. The engines and coaches are in very poor condition and in constant need of repair. The frequent change of personnel is given as the reason for the poor condition of the trains. The Communists are presently putting a new system into effect which they call the "permanent service personnel" system (soustava stalsluha), i.e., the entire train, including the engine, is to be operated and serviced by a crew assigned permanently to that train. Such a train travelling from Usti nad Labem to Ceske Budejovice with a load would return to Usti nad Labem empty if no cargo is assigned to the train in Ceske Budejovice. No other engineer is authorized to take charge of the train. Some of the trains have signs on them indicating that they are "under personal maintenance" (v osobni peci). Some of these trains are in such poor condition that the sign "under personal maintenance" was not complimentary to the crew but rather a danger sign to passengers. The days are gone when engines and coaches were the pride of railroad engineers. It is not unusual to fail to replace missing engine parts if they have no direct bearing on the ability of the train to move (sic). Of approximately 30 trains checked, not one left or arrived on time.

CLASSIFICATION SECRET

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSA	DISTRIBUTION							
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>	FBI					ORR	SV	<input checked="" type="checkbox"/>	

25X1

Page Denied

Next 1 Page(s) In Document Denied